

A) Amendments to the claims:

Claims 1 and 2 (canceled):

Claim 3 (currently amended): A computer hardware/software system for commercial aircraft which is linked with various other systems in an aircraft and programmed to take control of, but not limited to, take-off procedures, climb-out, flight navigation, and landing procedures, said computer system further programmed whereby when once it has been turned on, from either inside or outside the aircraft, to take control, it cannot be shut off or interrupted, even with personal identification verification, until all sequences of the take control software programs have been completed whereupon the computer will then shut itself off to be reset in order to prevent unauthorized use of the landed aircraft.

Claim 4 (previously presented): A computer hardware/software system for commercial aircraft which is linked to the on-board global positioning system by utilizing information therefrom, the computer being programmed to send out to air traffic control a signal which automatically turns on when entering United States air space thereby identifying the specific aircraft and continuously sending out a signal to air traffic control reporting the aircraft's position.

Claim 5 (previously presented): The computer hardware/software system of claim 4, wherein said computer turns on said signal by remote control activation instead of automatically.